HISTORY KEPT YES ☐ NO ☒	ILLINOIS HIGHWAY INFORMATION SYSTEM
	STRUCTURE INFORMATION AND PROCEDURE MANUAL

	ISIS		MMIS
RESPONSIBLE FOR UPDATE	**Central Bureau of Bridges & Structures (BBS)**		**N/A**
	State: Bridge Rating Unit	**Local: Local Bridge Unit**	
STRUCTURES	**State**	**Local**	**N/A**
UPDATE SCREENS	**(7) Load Rating**	**(1) Load Rating**	**N/A**
INQUIRY SCREENS	**(1) Inventory Data 1**	**(1) Inventory Data 1**	**(1) Inventory Data 1 of 3**

DESCRIPTION AND PURPOSE OF ITEM

This capacity rating, referred to as the Operating Rating, will result in the absolute maximum permissible load level to which the structure may be subjected for the vehicle type used in the rating.

The Operating Rating data field referred to as Item 64B1, HS Rating, is coded as a 3-digit number with one decimal position. Of the three data items 64A, 64B and 64B1, it is the only load rating unit of measure that can be entered or updated on the Load Rating Update screen. Items 64A and 64B are computer calculated, displayed on the Load Rating Update and Inventory Data 1 inquiry screens, and stored in the ISIS database.

All Operating and Inventory ratings shall be calculated and reported using an "HS" loading for <u>highway</u> bridges and culverts. Load Ratings are not normally recorded in the ISIS database for non-highway structures.

The FHWA has chosen the Load Factor Method (LF) as the standard for computing Inventory and Operating ratings reported to the National Bridge Inspection Program (NBIP). Refer to Items 63 and 65, "Method Used to Determine Operating (or Inventory) Rating", for further information concerning Rating Methods.

To satisfy the requirements of the NBIP, the Operating Rating data is reported to the FHWA via Items 64A and 64B as the gross vehicle weight of the HS vehicle, including all three axles, in metric tons. The gross metric tonnage is computer calculated by multiplying the Operating Rating (Item 64B1) by 1.8 and making the appropriate conversion from tons to metric tons. In keeping with past practice, the gross tonnage is maintained as a data time (Item 64B) in the ISIS database.

<u>Item</u>	<u>Description</u>	<u>Length</u>
64A	Type of loading	1 digit
64B	Gross load in tons	2 digits
64B1	HS Rating	3 digits (with one position to right of decimal)

ITEM NAME	**OPERATING RATING (TYPE & GROSS LOAD CAPACITY)**	ITEM NO.	**64(A,B,B1)**
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CODE AND SCREEN ENTRY INSTRUCTIONS

Item 64A   COMPUTER GENERATED. Data cannot be manually entered or updated.

A one-digit field.

The following codes describe the loading types that may currently exist in the ISIS database system due to prior coding practices:

Code	Description	
* 2	HS loading	} This code is the only code currently used.
1	H loading	
3	Alternate Interstate loading	
4	Type 3 unit	
5	Type 3-S2 unit	
6	Type 3-3 unit	These codes are no longer used.
7	Railroad loading	
8	Pedestrian or special loading	
9	Gross load only	

* HS loading is the only valid entry now allowed for highway bridges and subsequent re-ratings.

Item 64B   COMPUTER GENERATED. Data cannot be manually entered or updated.

A two-digit field. The information is computer generated and used for data reporting purposes to the FHWA for the National Bridge Inspection Program.

Item 64B1

A three-digit field, to one decimal position. Entry can be made for HS loadings only.

Enter the actual computed HS rating rounded to the nearest tenth.
HS rating = gross load ÷ by 1.8 for structures where Item 64A = 2.

If the bridge is closed and/or will no longer carry any live load, code Item 64B1 as "0.0".
Item 64B will be zero filled by the computer system.

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Temporary Bridges, Shored Up or Repaired Bridges

The use or presence of a temporary bridge requires special consideration in coding. Since there is no permanent bridge, Items 64B1 and 66B1 should be coded "0.0" even though the temporary structure is rated as full legal load.

A bridge shored up or repaired on a temporary basis is considered a temporary bridge. The inventory and operating rating should be coded as if the temporary shoring were not in place.

EXAMPLES:

	Enter In Item 64B1	Computer Will Enter In Item 64A & B

HS3030.0 254

Temporary bridge	0.0	200
Shored-up bridge	1.7	203 *
Structure (i.e. culvert) under sufficient fill that live load is insignificant (according to AASHTO design)	55.0	299

These situations are no longer coded:	**Codes / Coding no Longer in Use:**	
Railroad bridge - unknown loading	----	700
Pedestrian	**----**	**800**

*Load capacity without shoring.